

The National *Falcon* News



Tony Everhardt
Walbridge, Ohio

1965 Falcon Convertible



May 2003

Tony Everhardt of Walbridge, Ohio sent this cover photo of his 1965 Falcon convertible. He writes "When I first brought it home, my wife was very unhappy, knowing I traded a 100% restored, trophy winning 1976 Comet for a 1965 Falcon convertible needing floor pans, quarter panels, framework, top, interior, etc. After the restoration, and many 'thumbs-up' from others, it all seems worth it." The color is a year 2000 Ford yellow. It has a 289/351 heads, 202/164 valves, 10:1 comp pistons, 280° DUR/512 lift cran cam, Edelbrock 500 CFM, and C-4 auto. It is an original V8 car.

Tony is married with 2 daughters. He has been employed at Toledo Jeep for 20 years.

Do you have a photo for the cover of
The Falcon National News?

Send photos with a self addressed stamped envelope if you want them returned. Include a few paragraphs about yourself and your Falcon and send to the Editor at the address on this page. Digital files: Send hi res JPEGs that will convert to 300 dpi at 4x6 inches on disk or CD.

Call for Entries for Photo Contest on back.

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Falcon Club of America Officers

President

Steve Springer
6600 Rotan Drive
Austin TX 78749
512-301-4237

Vice President

Chuck Beason
2855 Armadillo Trail
Titusville, FL 32780
321-383-1955

Recording Secretary

Joe Tatti
2140 Falmouth Terr.
Burlington, Ont. Canada
L7P 1X9
905-335-2834

Treasurer

Pam Dinzebach
6575 Bradley
St. Louis, MO 63139

Newsletter Editor

Wendelyn Crosby
16318 Riggs Rd.
Stilwell KS 66085
wcrosby63@earthlink.net

Club Store Managers

Mary Biehl & Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
228-466-4349

Corresponding Secretary

Ruby Throgmorton
2108 Memorial Dr.
Jacksonville, AR 72076
501-982-9721
RubyRTFCA@aol.com

Internet Director

Dave Wagner
2764 Castle Crest Drive
Castle Rock, CO 80104
303-663-3161
FCA@falconclub.com

Partsmaster

Gerald Gasser
73 Rose Lawn Ave.
Fairport, NY 14450

Chapter Coordinator

Jan Brown
4147 WCR 31
Ft. Lupton, CO 80621
303-857-9360

Head Tech Advisor

Bob Passino
5188 E. Henrietta Rd.
Henrietta, NY 14467
585-334-6779

Regional Directors

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Chet Wisneski
56 McKendree Road
Shickshinny PA 18655
570-542-4059

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1960 Old Farm Rd
Concord NC 28025
704-786-2722

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316-838-7487

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Austin AR 72007
501-843-1441

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Danny Rosewell
420 Old Hwy 1187
Burleson TX 76028
817-551-5773

Mountain

Ron Brown
4147 WCR 31
Ft. Lupton CO 80621
303-857-9360

Pacific

Ray Johnson
2407 Horseshoe Dr.
Santa Rosa CA 95409
707-546-8082

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Henrietta, NY 14467
716-334-6779 (5)

Ray Chevalier
73 Francis Rd.
Glocester, RI 02857
401-934-2105 (4)

Al Aiello
5915 Chandler Court
Santa Rosa CA 95409
707-539-2860

James Baxter
1192 Mirror Lake Rd.
Lincolnton, N.C. 28
ncfalcon@tntie.com

Ronnie Crawford
2149 S. Fox St.,
Denver, CO 80223
303-722-7231

Web Site

www.falconclub.com



THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **Falcon National News** is published monthly with information from its members. **All copy and advertising for The Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby63@earthlink.net

NOTE: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club. See renewal date on mailing label.



Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun - monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 545-6693

Blue Ridge Chapter
South Carolina
3rd Sun - monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon - 7 PM
Golden Corral
Concord, NC
(704) 933-4972

Central California
Falcons
Bakersfield, CA
1st Tuesday 7:00 PM
Sizzler's at the Ice
House, Fresno, CA, 3rd
Thursday at Bob's Big
Boy on Blackstone.
(661) 588-9468 or
(559) 298-4844

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun - monthly
(314) 946-6047

Golden Gate Chapter
San Francisco, CA
2nd Sat. — Odd Months
(707) 452-8979

Great Lakes Chapter
Michigan
3rd Sun - bimonthly
(517) 849-7156

Hoosier Chapter
Indiana
1st Sun - monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun - monthly
(903) 572-9593

Lost Coast Falcons
Eureka, CA
1st Wed. — 7 PM
Round Table Pizza
Henderson Center
Eureka, CA
(707) 444-8407

Mid America Chapter
Kansas City
1st Fri - monthly
(660) 679-5636

Mile Hi Chapter
Denver, CO
3rd Fri - monthly
(303) 857-9360

NE Texas Chapter
Gladewater, TX
2nd Sat - monthly
(903) 759-6850

Northland Falcons
Minnesota
2nd Sat. odd months
(763) 420-3050

River City Chapter
Sacramento, CA
2nd Tue - monthly
(916) 725-4110

Sonoma County
Santa Rosa, CA
1st Thur - monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun - monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Tue - monthly
(281) 920-0145

Virginia Falcons
Richmond, VA
2nd Sat. even months
(804) 226-4791

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

**STARTING A
NEW CHAPTER?**
Contact Jan Brown,
Chapter Coordinator.

President's Message

I find it interesting that a club dedicated to preserving the Falcon automobile built by the soon-to-be 100 year old Ford Motor Company from 1960 to 1970 has attracted such a following of great people. A big part of this is due to what some of your Falcon Friends said years ago: the Falcon Club of America is Fun, Friends, Family and Falcons.

Fun – Is your chapter ready for the annual Value Cover Races? During the past two Nationals both young and old have enjoyed this event. Fix up a valve cover and compete!

Friends – How many of your friends are planning to attend? Our friends in the Dallas/Fort Worth area are ready and waiting to hear from you. They have all folks listed on their website who have signed up so far. Don't be left out—contact them today. See details in this issue. Each year Carol and I look forward to meeting new friends at the National Meet.

Family – Our National Meet is like a big family reunion. It's a great time to reminisce and retell our favorite Falcon stories and to share new ones. Some of our family members have been doing this every year for over 20 years. Don't forget to extend a friendly welcome to new members of the Falcon family; they are the future of the FCA!

Falcon – And we even have Falcons show up at these events. Is your Falcon ready for Nationals this year? If not, there is still time to get it ready. I think the cars enjoy seeing each other as much as we enjoy seeing them. If you can move it, get it there.

Many thanks to the Suncoast Chapter for hosting yet another great Regional Falcon Meet. And the River City Chapter will be hosting a Regional Meet in early June.
Happy Falconing.

Steve & Carol

OOPS—Editor Goofs!

Correction: Donald Sublett of Catlettsburg, Kentucky notified me that his car on the cover of the February issue is a Futura, not a Sprint. Editor apologies for this error and for incorrectly spelling the name of his city. PLEASE include year and model information of your car when sending your photos; maybe I should know them all, but obviously I don't!

Wendy



**Is Your Address Changing?
Not receiving your newsletter?
Need to renew your membership?**

Please address all membership concerns and questions to Ruby Throgmorton, Corresponding Secretary. Find her address in every issue of the Falcon National News or email: RubyRTFCA@aol.com. Please DO NOT send address changes to the Editor.

Changing Goals—Details from a Conversion

The old car hobby is made up of a diverse spectrum of people with interests ranging from imports to classics. Fiberglass 1932 Fords are a pleasure to look at and enjoy in the same way as a 1967 Corvette. The point is, there is plenty of room in the hobby for anything with wheels and many of us go through a number of stages before we truly find the car we appreciate the most.

My interest in the hobby has taken me through a number of stages. My first love was a replica of a Porsche Speedster. The car was delivered to my home in a wood crate and after years of saving and countless hours in the garage, it became a national show winner. I was so proud of that car and can remember every nut and bolt. The car was great providing it never rained, it was always warm and I never needed to transport anyone but my wife.

However, my family grew, and my wife started to make "unreasonable" demands such as a heater, roll up windows and a top. My toy was destined to be replaced by a civilized family car.... a 401 HP Ford Starliner. We went from kiddie car to Greyhound bus! The car was so long that the only way it fit into the garage was if I removed the garage door handle. This car had heat, windows and room for a small army. It nearly required a commercial drivers license and, at three miles to a gallon on premium gas, never met a gas station it didn't like. Soon another change was in order. A Falcon seemed to be a great compromise between the two. A 1963 convertible was the goal.

Our search for a Falcon took many twists and turns. We attended Ford shows in Carlisle, Pennsylvania and Columbus, Ohio with no luck. We learned that even Ford people can misrepresent the condition of a car they are selling in Hemming's. This lesson came after we traveled from Pennsylvania to Georgia, towing a flatbed trailer, to bring a "near perfect" 1963 Falcon convertible home.

That trip taught us that "near perfect" to one person does not necessarily mean the same to someone else. Our trust in Ford people took us next to New England where

we found our "new" car. The owner was a Falcon Club member and made our purchase a positive and memorable experience.

The car we purchased was a 1963 Futura convertible equipped with a six and four speed. Cosmetically it was great. The car had gorgeous red paint and a new white top. The chrome glistened in the sunlight and the stainless

was near perfect. The problem was that it was not reliable. Like everyone, it had good days and bad. Some days it would start and run like new. Other days it would show its age. Major refurbishment would be required for the motor, brakes, steering and suspension. The goal was to breathe new life into a car almost 40 years old. The question became how...

We evaluated a number of options

ranging from a complete motor, brakes, steering and suspension restoration to original specs to a complete modernization to new technology. I had the skill and room to do all the restoration work myself in my in my garage. However, I had no fabrication skills if we were to completely upgrade the vehicle with new technology.

I conducted hours of research and read everything I could about the construction of six and eight cylinder Falcons. I purchased interchange manuals to determine what parts are interchangeable with others. I called salvage yards and inquired about the availability of V8 spindles and related parts to convert the car from a six to an eight. I went in circles mentally trying to separate "needs" versus "wants". I wanted a reliable V8 but only had the skill to rebuild what I had.

A visit to a local Ford show helped make the decision for me. I saw an early Mustang equipped with a fuel injected 302 and five speed. In addition to having a late model motor and transmission, the Mustang had been converted to Mustang II front suspension with disc brakes and rack & pinion steering. The owner said the car drove like new, was reliable and could be serviced at any Ford



dealership or independent garage. My wants overtook my needs and, to a degree, my budget constraints as well.

It was immediately clear that I did not have the fabrication skills to modify the Falcon to accommodate the new suspension and drive line. I contacted all the local speed and restoration shops and could not find anyone with the ability to convert the car. I expanded my search to national Ford specialty shops and was happy to locate CJ Pony Parts in Harrisburg, Pennsylvania. All of their magazine advertisements focused on Mustangs and the majority of their restoration experience was in that arena too. A visit to their shop sold me on their capabilities. Their store was spotless and their shop was as clean and organized as any new car dealership. They lived for Fords and were perfectionists. I talked with their sales staff, mechanics, fabricators and management. I had no question that they would deliver a quality product. I also fully understood that it would not be cheap.

In evaluating the cost, I weighed the benefits and drawbacks of everything from buying a damaged late model Mustang and stripping it for parts to buying everything new from Ford. I ultimately made the decision to buy everything new from Ford Racing including a 345 horsepower 302 crate motor and the electronics and fuel injection to make it run. The five speed transmission came from a scrap yard; the new steering and front suspension came from an after market supplier. The nine inch rear end was from Currie and was fabricated as an exact bolt that was done in home garage.

I knew that a tremendous amount of shop time would be consumed in front end fabrication, so I pulled the old

motor, transmission and related equipment and sold many of the old parts to generate some revenue, but the budget was still overdrawn. The most valuable lesson—double your estimate because things are not always what they seem to be.

The end result of the modification to the Falcon was beyond my dreams. The car runs and drives like a new Mustang yet retains all the outward appearance of a stock 1963 Falcon convertible down to the wire wheels and gearshift.

Lessons I learned from this project:

- Any car project can get out of hand if you don't firmly identify goals then take action to meet them.
- Budgets can be easily exceeded and early estimates should be doubled to account for unforeseen items.
- Know your limitations in vehicle construction then select a reputable supplier to help you with things that are past your skills.
- Last but not least... Extreme power in a lightweight car can make the driver smile and grin at the same time.

The photographs were taken at CJ Pony Parts during their construction of my car. Their quality and integrity is second to none. They also worked with Dennis Carpenter, Melvin's and Summit to get unique Falcon or other speed parts. Currie Enterprises also goes out of their way to be helpful and responsive. The end result was an enjoyable construction experience and a "new" Falcon that can be proudly driven anywhere.

Feel free to contact me at 412-653-6216 or bkeib@greggservices.com. I would be happy to assist anyone thinking about the same conversion.



Classified Advertising

FALCONS FOR SALE

1960 Ford Falcon wagon. Complete. \$2695. OBO. Thomas Penn, 909-236-2308 or t.h.penn@att.net. Highland, CA.

2 each 1961 2 dr Wagons (bodies only) \$1000 for the pair. 1961 Sedan Delivery, Mustang II type suspension; tubular control arms. No running gear. \$2500. 1960 4 dr sedan 49,000 \$1500. Other round fender parts. James Massingille, 931-728-2612; cell 273-5080 or falconman@cafes.net. TN.

1961 Falcon 4 door station wagon. 200 CI engine w/ 3000 miles, pro rebuild. Rebuilt Radiator & generator. 3 speed on floor. Amateur restoration. Runs excellent, no leaks. Daily driver. \$4,150 OBO. Rob Roy, 817-431-9840 after 5 PM or Racetig@hotmail.com. Fort Worth, TX

1962 4 door sedan. 6 cyl., automatic. \$200. Charles Beasley, 870-862-1086 or carr@seark.net. AR.

1963 Falcon Futura, convertible, automatic, restored. \$9600. Max Giovannini, San Antonio, TX. 210-698-2406 or mgiovannini@ssfcu.org

1963 Futura hardtop, 289 V8, World Products heads, Holley carb, mild cam, runs strong. C-4 3-speed auto trans, shift kit, Hurst shifter. Comes with original 260-v-8 and 2-speed auto. Extra new front end and interior parts. Needs some work. \$3000 OBO Tony, 310-523-9088, or tonyzip@juno.com. Los Angeles, CA

1963 Falcon Futura 2DR HT. One Owner, 170 6 cyl, Auto, New bumpers and new bucket seat interior. Engine detailed. Very well maintained, needs paint to finish restoration \$4500. OBO. Mike Miller, 717-533-1958. Palmyra, PA.

1963½ Sprint convertible. Unrestored V8 4 speed. 35,00 original miles. Mileage and history documentation from new. Original copy of title, bill of sale, owners manual, dealer key case, original spare tire. Class winner, 2001 National Convention. \$13,500. Will Silvinski, 860-439-1539. CT.

1963 Falcon Convertible. Complete restoration. Bright red w/ white interior. All original 6 cylinder 4 speed car. Excellent condition. Car show winner. \$10,000. Brian, 253-845-4690 or cell 253-318-0117, or classfalcon@aol.com. Seattle area.

1963½ Falcon Sprint hardtop. 289, 4 speed. Black on black, Pro Star 5 wheels. Car is in perfect condition. \$14,000. Don Catlett, 248-477-7433.

1964 Futura hardtop. 6 cyl., automatic. \$400. Charles Beasley, 870-862-1086 or carr@seark.net. AR.

1964 Falcon Sprint Hdt. 118,000 Miles. Column 3 speed / Bench, Silver / Red. 2nd owner since 1971. Always Garaged. Very good, stock condition. NOS seat covers and some chrome and rubber trim included. \$3500. Jeff Beck, 856-321-0103 or jbeck130@aol.com. Cherry Hill, NJ.

1964 Ranchero-V8, Fuel Injection, 5speed, Positraction, Front discs, Bucket seats. Extras Included. \$6000 OBO. Tom at 626-963-3264 or frd65mus@netzero.com. Glendora, CA

1964 Futura convertible, 170 c.i. six, auto trans., power top, radio, 72,000 miles. Restored in 2001 (approaches a #1 but not ground up), Ford Metallic Burgundy with new parchment top and boot, original black interior, new steel belted tires. \$9800. Ray Vanderlinde, 410-536-5435 (Baltimore) or RVanderlinde@msn.com.

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby63@earthlink.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xcint glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20.00 per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to WCrosby63@earthlink.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**



1964 Falcon Futura 260 V8. 4 barrel carburetor, 3 speed automatic transmission. Dual exhaust, glass packs, alternator, 4 core radiator, rally wheels. \$4500. Harry Bradley, El Sobrante, CA. Cell: 510-517-6780, Home: 510-223-1940.

1964 Falcon Futura 2-dr Hardtop, Red, 289-4 BBL, 4 Spd, Hurst, Tach, Dual Exhaust, American Mags, AFX Hood. Body, Bench seat interior, and mechanics. All excellent. Original hood and Mustang bucket seats included. \$7000. Russ Church, 585-889-5966 Churchville, NY.

1964 Falcon Futura Convertible. 260 V8, automatic. Needs restoration. Car does run. I can e-mail pictures. \$1000. Robert Hutchins, 610-681-2716 or bobhhh52@ptd.net. PA

1964 Sprint Convertible. White exterior, red and white interior. Car was restored 6 years ago. 302 CID, .040 over, Holly 600. C4 trans, P/S, & A/C. Recently re-built engine and differential. This car is a good driver, I have driven it long distances to lots of Falcon shows. \$11,500. Grady Tyson, Monroe, NC. 704-289-4726 or gtyson@carolina.rr.com

1964 Falcon Sprint. Not running, 302 auto. Power steering, white with red interior, bench seat. This car needs total restoration. \$850. Randy, 515-967-6271 Altoona, IA.

1965 FALCON SPRINT CONVERTIBLE. White, red interior, white top. Zero miles since full restoration in 1999. Car featured in "Collectible Automobile" magazine, April 2002. Professionally done in all respects. Fresh mechanicals with C4 automatic. \$25,000. Dan Armstrong, Mansfield, TX. 817-561.4309 or cell 817-929.2052 or beckdan@swbell.net.

1965 Falcon Futura H/T. Red with white stripe. Was factory V8. Now 40 over 289 Alum. heads, Edle. Perf. intake, complete MSD ignition. Auburn posi W/355. C4 w/ shift kit com. extreme. 519.523 lift. Plus more. No rust or rot anywhere. \$10,000 OBO. Rich Krieger, 781-293-5609 or Nancie68@juno.com. MA.

1965 Ford Falcon Futura. V8-289 engine. Hardtop, red, excellent interior. A/C, automatic transmission. All original - Award winner. Runs great! Asking \$8500, Memphis, TN. Pictures available upon request. Ed Hurt, 901-854-8288 or william.hurt@fedex.com



1965 Falcon Futura 2 door hardtop, 289, 3 speed standard transmission, bucket-seats, restored. William Varnell, 870-862-1647, leave message. \$4500. AR.

1965 Ranchero Deluxe. c-4 auto 289 V8. California car brought to Ohio in 1999. Never seen snow. Made in Lorain, OH in March 1965. \$9000 OBO. Jim Cramer, 330-394-6552. OH

1965 Falcon Ranchero. Some rust on lower panels. Drive train in good condition (new brakes). Truck driven occasionally. \$1500.



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Classified Ads

OBO. Contact Prentiss Hardison at 252-235-2558 or prentiss@bbnp.com. NC

1965 Falcon 2 door sedan. Less than 35,000 miles on car. Bumpers re-chromed, C-4 auto, 200 6 cyl., new paint. Stored for 23 years. Made in Lorain, OH in May 1965. \$7000 OBO. Jim Cramer, 330-394-6552. OH

1965 Falcon 4 door sedan, 170 6 cylinder. Very clean in and out, always garaged. Very good running condition, can be driven anywhere. \$2,500. Pictures available via email: Johnnypell@nyc.rr.com or Johnny Pell, 718-894-3546. Maspeth, NY.

Package Deal: Two 1966 Ford Falcon Rancheros. Both 6 cyl. manual transmission. PLUS: 1970½ Ford Falcon 302 automatic. All for \$2400. Gene Berry, 864-427-6918 or susiengene@aol.com

1969 Falcon 2 door sedan. 200 CID, auto trans, new tires and paint. 63,000 miles. No rust. \$4000 OBO. Kenneth Reed, 540-778-3987. Stanley, VA.

'63 Ranchero 289 Standard	\$300
'64 Futura H/T 6 Auto	\$600
'65 Futura 6 Auto	\$1000
'65 Futura H/T 8 Auto	\$800

Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or jbranson@mail.win.org

FALCONS WANTED

Looking for a Falcon with a low serial number of just over 100,000 and in any condition; junkyard-bound to running or restored. Merl Hayn, 14942 Maple Rd., Argos, IN 46501. Phone 574-892-6309.

Looking for 1965-69 Falcon Futura station wagon, 6 cyl., 1965 Falcon 2 or 4 door. Something that needs work. Michael Murphy, 112 E. Delavan, Buffalo, NY 14208.

Wanted: Sedan Delivery, V8. Must be in A-1 condition. I will pay top dollar for the right car. Angelo Calcagni, 401-949-1929. RI

PARTS WANTED

WANTED: Trunk lid emblem for a 1965 Futura. Must be very good to excellent condition (no pits) I would consider a good core to rechrome. Call Jack Jensen, 860-567-2034 or falconjack@snet.net. CT.

Wanted: Complete automatic steering column shell for 62 Falcon, must be complete, tight and in good condition (any color) Reasonably priced. John Ogden, 814-765-2120. Leave message or Falconjohnny@webtv.net. Clearfield, PA

Wanted: NOS or excellent used red steering wheel w/o cracks for a 1963 Falcon convertible. Glenn Norris, 3116 Springtime Way, Knoxville Tennessee 37912 or gknorris@norrisengineers.com

Looking for a 65 Falcon mustache bar NOS, or show quality used. Also want an NOS gas cap. I have a 1965 HT with a 427 SOHC. Brian McDevitt, 740-922-9680. OH.

Wanted: 1963 Falcon steering wheel, red, NOS or used without cracks. Also want NOS scuff plate for driver's side doorsill. Bob Richmond, Delaware. 302-429-1906 or wrrich@earthlink.net.

Wanted: Rust-free and straight hood for a 1964 Falcon Sprint hardtop. Eugene Heid, 2953 Mount Zion Rd., Bucyrus, OH 44820. 419-562-4594 evenings.

Wanted: dash clock for 1963 or 1964 Falcon. Also looking for a pair of excellent fenders with zero rust for a 1963 Falcon convertible. Call Ed Klikus, 215-493-9818. Philadelphia.

Looking for door panels and below rear window panels for 1960 Falcon 2 door. Please contact Bill Van Boeyen, 541-265-3346 after 5:00 or minibrew@actionnet.net

1960-61 Falcon left fender, NOS or excellent condition, no rust. Parts within 2 hour drive of Philadelphia, PA preferred. Don Haring, Jr. 215-426-6995 or haring@fedora.net.

Wanted-66 Falcon gauge cluster and 2 speed wiper parts. Jack Reif Haddon. Heights NJ 856-547-7016 or jreif2@comcast.net.

High-Ratio steering box for 1964 Falcon Sprint (about 2.5 wheel turns from lock-to-lock). I have one, but the worm is worn out. Can a Mustang box be adapted? For anyone who tried contacting me last month, this time I have the correct e-mail address! Ron Sinclair annaron@starhub.net.sg. Singapore (Asia).

NOS 62-63 Right hand parking lamp housing. Have a left to trade or will buy. Darin Wood,

336-766 5747, derwood151@earthlink.net. NC

For 1964 hardtop: good condition red door panels and dashpad, "bird" fender ornaments, chrome gascap, 14" wire wheel covers with 3 bar spinners; 1964 (only) license plates. Send description and price to: Skip Goddard, 2625 W. Virginia St., Tucson, AZ 85746.

Needed: Drivers side door in good condition for 1966 Sports Coupe. Call anytime Anthony or Theresa Gantt at 803-594-9399 or agantt@comcast.net. SC.

Wanted: NOS or good used trunk deck lid ornament for 1961 Falcon. Phil Pitko, 269 665-4385 after 4 pm or 616-369-7217. MI

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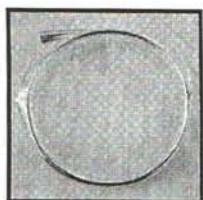
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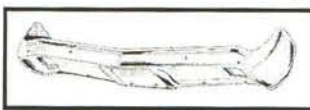
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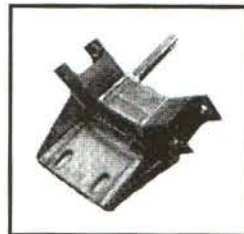
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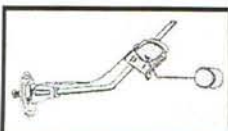
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1964-65 New Bumpers
Front & Rear



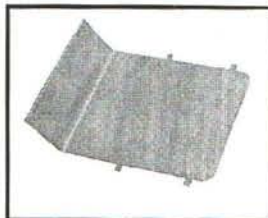
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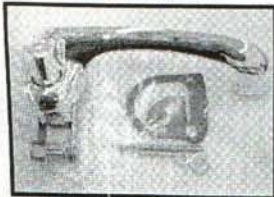
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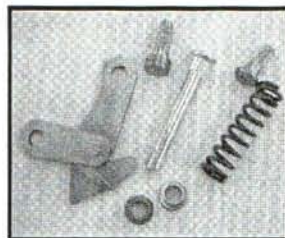
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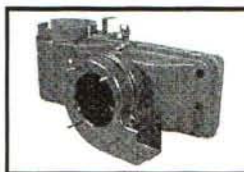
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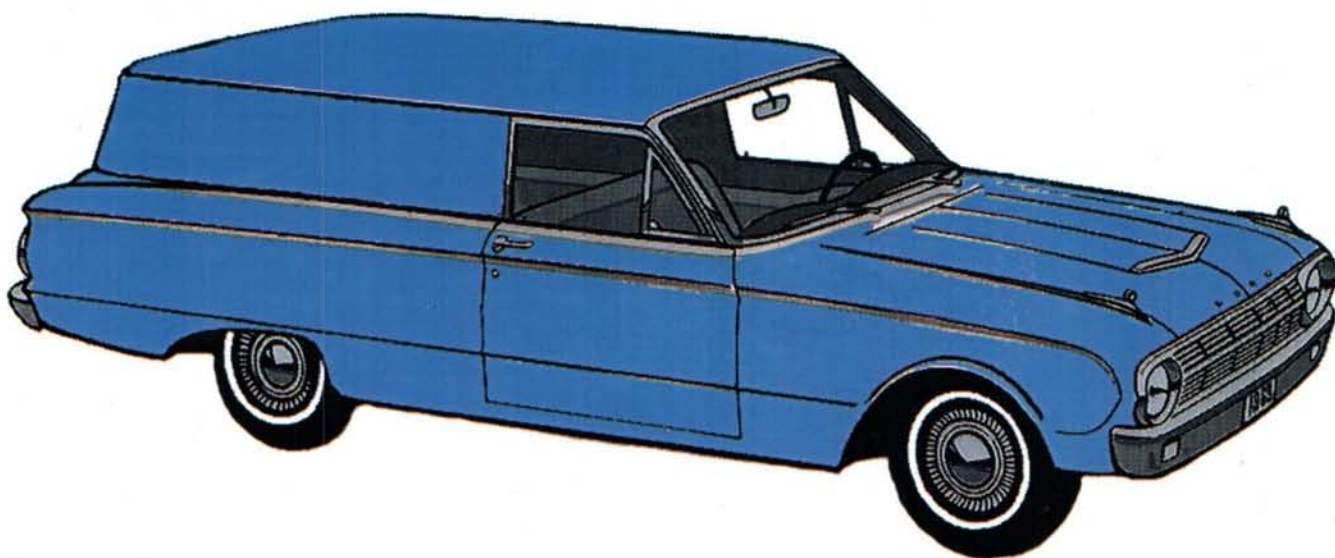
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The Saga of the Australian XB Coupe

The Feature Falcon this month is the rare 1975 XB Falcon Coupe. The long and painful story on this bird is known by some, but I'll now share it with all.

While cruising eBay for a Falcon for my dad last June, I came across an interesting vehicle—a bright red Australian Ford. The price seemed good for the car at about \$7000 (understand it cost \$3000 just for shipping). I passed the info along, but Dad said this was not the type of car he was looking for. I kept an eye on the auction and emailed the broker selling the car for the owner in Australia. I was told that the car had sold 2 weeks earlier for around \$8500 but the winning bidder never showed so he had listed it for sale again.

Being a movie buff I knew that the interceptor from the Mad Max films was an XB Coupe. I had always thought that the XB was a great looking car, so I made the seller an offer. We had a deal.

The next problem was the push to get it to the Falcon Nationals in Nashville from Phoenix, Arizona by July 24th. My wife called and emailed at least a dozen auto-transport companies; none of them could get the car to Nashville by that date. I called Bob Ferguson (the GoPher) in Tennessee and explained what I was trying to do. I knew he had tried to arrange for an Australian Falcon to be at the show but the car was sold and the new owner could not be reached. I told Bob, "I bought this car but I need to find a way to get it to Nashville for the convention." A few days later, Bob called and said that one of the Music City Chapter members, James Massingille, would be willing to fly out and drive the car back if I covered his expenses plus a nominal fee.

I contacted the seller in Phoenix, who said he would meet James at the airport and that the car would make it cross-country, a trip of about 1800 miles. He based this assumption on the fact that the owner in Australia had driven it 400 miles to the shipping port and he had driven it from Los

Angeles to Phoenix himself. About 2½ hours after James arrived in Phoenix, I called his cell phone to see if he had made it all right. That's when I received the first of the bad news. He said the car ran fine the first 2 hours or so. Then it started running poorly so he pulled into a parts store. The fuel filter was clogged, so he changed it and was on his way.

He made it about 5 miles when it started acting up again and shut down—this time he smelled fuel in the car. Opening the trunk, he found the spare tire well had standing fuel in it. The spare tire on these cars sits in a recess in the fuel tank. The recess was rusted out and the fuel was coming into the trunk. The rust and trash

from the tank had clogged the filter again and taken out the fuel pump as well.

Several hours later he was on the road again. He had ingeniously rigged up an electric fuel pump in the trunk and was running the car from three 5 gallon gas cans.

He had a rubber fuel line running through the back seat and out the left side passenger side window, through the raised area at the back of the hood to the carburetor. He was also using a trick the Australians have for keeping the V-8's cool in extreme heat. Raising the rear of the hood, or bonnet, as it's called down under, helps to pull air through



The Australian Falcon on the showfield at Nashville Nationals. Notice the hood on ground behind car and the "Nashville or Bust" sign.

the engine compartment. This may or may not have led to the next problem.

I called James the next morning to see how it he was progressing and he had more bad news. He described the interstates in Oklahoma as "rough as a washed out dirt road." He had hit a major pothole and the bounce caused the hood to fly up and off, destroying it and denting the roof of the car!

I was thankful that he or no one else was harmed. After strapping the hood back down, he was underway again. He made it back to Tennessee before one of the rear tires blew out. Luckily he was right at a Wal-Mart and pulled in



for a tire to be put on the spare rim so he could make it home.

When I finally saw the car a week later, I felt more than a little sick. There sat my beat-up bird—fuel line coming out the window, the hood on the ground behind it along with a wrong sized tire.

I want to sincerely thank James Massengill and Bob Ferguson for their Herculean efforts in getting the car to Nashville. On reflection, the smarter (and cheaper) way to transport it, after all the road-side repairs, would have been to ship the car by auto-transport. But wouldn't have made it to the show on time. As beat-up as it was, it certainly attracted a lot of attention.

My wife, Theresa, deserves kudos for the drive home. The Aussie needed the trailer so my 1966 Sport Coupe had to be driven home in 97° heat with no ventilation or air conditioning system. The headers were adding to the heat, and there wasn't even a radio to help distract her from the climate. I love my Hot Rod, but after about an hour, the exhaust gets loud, even for me. She spent over eight hours on the road filled up with and 5 tanks of gas, but we all made it home safely. And she loved it.

The restoration has gotten underway on the Aussie and I've found that the car had been partially converted to a Falcon GT at some point in time. The stock 302C was replaced with the 351C and the dash has been replaced with the GT dash. The previous owner is replacing the hood and fuel tank and supplying the GT side scoops for the car. A friend in Florida is putting my parts in the container when his car is shipped at the end of January. The shipper is allowing me a partial swap for a GT hood and I'm having the GT grille and driving lights shipped too.

I'm not sure if the car will be done by the Texas Nationals. I've driven it around the neighborhood a few times. Everywhere I go it nearly causes an accident or someone follows me till I stop just to get a closer look and ask what it is. The most frequently asked question is "How do you drive on the wrong side of the car?" A few folks actually recognize it from the Mad Max movies.

I can't wait to finish changing it over to a GT. The engine will be pulled to add a lot more power. This Falcon will have more creature comforts than the 1966 Sport Coupe; a CD player and air conditioning will be added.

Did I mention that there are only 31 XB Falcon Coupes in the United States?



The XB is a GT Wannabe.

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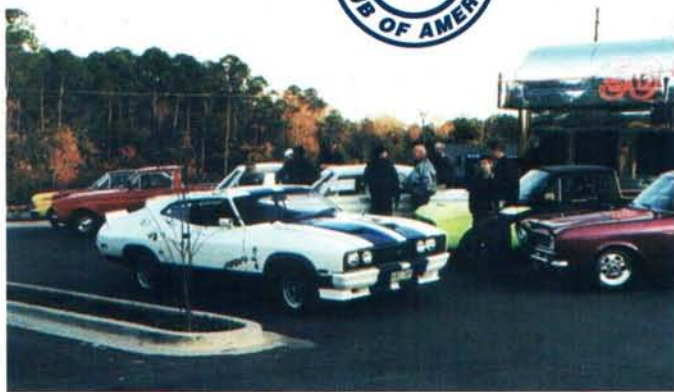
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Falcon Club Chapter News

Southern Coast Chapter

The Southern Coast Chapter recently held its monthly club meeting on Pearl Harbor Day, December 7th 2002. There were 14 members and guests present and 9 Falcons in attendance. From left to right they are: David Roberson, Bill Richardson (President), Dave Hill, Rusty Partin, Larry W. Blum, Jr. (Vice President in back), Trey Blum, Ryan Mitchell, J.C. Johnson, Mike Massey, and Dave Adams. Not pictured are Kirk Day, Ricky Cawthorn, Chris Flocken, and Jason Mobley. Cars from left to right are Bill Richardson's 1965 Futura Hardtop, Kirk Day's 1963 V8 AT Ranchero, Ricky Cawthorn's 1964 Ranchero, David Roberson's 1965 Fordor, Dave Hill's 1961 Ranchero, Mike Massey's 1968 Futura, Rusty Partin's 1963 V8 4-speed Ranchero, and Dave Adam's 1965 Futura Tudor Sedan. Also pictured is Chris Flocken's 1978 Australian Falcon XC Cobra Coupe. (The only one in the U.S. at this time.) A great time was had by all!

Larry W. Blum, Jr.
Pensacola, FL
VP Southern Coast Chapter
Falcon Club of America



Check out the Chapter website at <http://falconclub.0catch.com/>

Northland Chapter

The Northland Chapter of Minnesota held its one year anniversary meeting on Nov 16, 2002. A total of 21 members turned out for the meeting. The current roster is up to 34 people and growing—not bad for a club in its first year. Look for some of our members at this years national meet in Texas.

Submitted by
Dennis J. Holmes
Secretary/Webmaster



You can visit the Northland chapter on the Web at: http://home.attbi.com/~Northland_FCA/

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and 64 Fairlanes. Complete Fiberglass front ends for 60-61 Falcons—New \$600. For race cars. Held on with pins. Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or jbranson@mail.win.org

Parts for Sale: 1963 Falcon NOS. Gas cap, driver quality \$30; 6 cyl. exhaust manifold \$175; temp cable \$30; hood hinges do not take springs \$50 pair; 6 cyl. radiator std. shift \$125; Many more. Frank G. Stewart, Lorain, OH. 440-282-6277

All are NOS Ford never installed. NOS Ford #C3DZ-6049-D. (Brand new 144 c.i.) Head cast # C4DZ-6090-A. Date 77130 \$300. #C3AZ-J. 289 reman cylinder head, cast # C3AE. date 3k7 \$150. NOS Ford #D1AZ-6049-C. FE REMAN cylinder head, cast #C8AE-H. date 8g25\$150. Rare NOS Ford #C3AZ-6049-E. 223 c.i. cyl. head. \$250. NOS Ford #D1AZ-6049-E. 351 REMAN cylinder head, cast #D0OE-C, date 0d16 \$150. NOS Ford #D1TZ-6049-E. 302 REMAN cylinder heads, cast #D0OE-B. date 0g20. & 11m22 \$300. for the pair. I sell on ebay as the seller mr-fomoco. Prices do not include shipping. photos are available. Prefer e-mail: fomoco_parts@hotmail.com, or Chris, 402-466-9435. NE

MISCELLANEOUS FOR SALE

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The "Ford Falcon 144/170/200 & 250 Six Cylinder Performance Handbook" is in its 4th edition. 75 pages of facts, history, parts interchangeability, tips, swaps, many pictures and more. If six cylinder performance, either stock or hot, is of interest to you, this manual should be helpful. To order, send your mailing address (snail mail) and a money order, in the amount of \$14.95, made out to; Dave Schjeldahl, 582 Safstrom Place, Idaho Falls, ID 83401. Shipping is included in this price. Also check out our website: <http://falconperformance.sundog.net/>

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International Falcon News— Falcon Gasser

Greetings from the UK:

I thought my 1961 Falcon Gasser might be of interest to you as a feature car.

I've built this car over the last three years and right from the start I knew it had to look like the gassers of the mid Sixties. Various sketches were drawn up by myself and shown to people for feedback. With a positive thumbs up from everyone, the re-build started.

Not wanting to rely on guesswork to get the "right look", countless old magazines, books and internet images were trawled. Getting detailed information on how these cars were built back then is really quite difficult, due mainly to the very short time they were around in the first place. Hours not spent working on the car were still being used looking for that last little piece of nostalgic drag racing detail. To make this look really work, nearly all the parts fitted are no newer than 1968, the exceptions being retro parts still available today.

I was lucky to get a rust-free rolling shell here in the UK, so after a bit of parts stripping, the transformation began with the addition of a 302ci V8, C4 trans and a 9" rear end. Then I fitted a straight tube axle hung on parallel springs with 1966 Fairlane drums on Ford transit spindles up front. The rear arches were then radiused and the body tidied up a bit before being painted in a now discontinued metalflake colour, called Nile Green. The interior has been covered in black diamond pleat vinyl, has a column-mounted tach, green flake steering wheel and a vintage b&m shifter fitted. Wheels and tyres are 4 x 15 Cragar S/S with B. F. Goodrich Silvertowns on the front with black steels and cheater slicks on the rear. Some period details include an old Eelco fuel tank that has been mounted offset into the grill and the slightly altered front wheelbase.

Plans for this winter are for the removal of the front inner wings so that a set of twisty fenderwell headers can dump out behind the front wheels. The ACR is to be fully signwritten in period lettering and decals, and the front suspension will be fully chrome-plated.

I'm sure pictures of my car will re-ignite memories for some of the club members. Remember those crazy looking gassers howling through the quarter mile nearly forty years ago?

The newsletter has been fantastic for sourcing some of those restoration and elusive second hand parts, so keep up the good work.

Miles Sherlock, United Kingdom
FCA Member #09982



Update from Texas – Home of the 2003 National Meet



Howdy from Texas. It's May and time to update you on the National! We here in the Lone Star

state have been working tirelessly to give everyone the best National yet. We have got a tour of AER Manufacturing planned, three exciting laps around Texas Motor Speedway, a Country Western hoe-down with Bodie Powell in concert—all FREE! We also have a nice shady place to park and observe the best Falcons in the country. We also will have the annual valve cover races

and several other trips planned.

For those of you who are planning on bringing the family we are a free trolley ride from Six Flags amusement park, the Texas Ranger Ballpark, Six Flags Hurricane Harbor Water Park, and some great antique malls. If your children are under 10 they can attend the banquet FREE!

We already have a lot of folks coming—if you want to know who, go to our club page (www.falconclub.net) and there you will find a list of everyone who is coming! Hope to add your name to the list soon!

See Ya' in July!

Frank Bell, Heart of Texas Chapter Vice President

Calendar of Events

June 1 **Ford Picnic**, Bellevue Community College, Bellevue WA. 9:00 to 4:00, \$10. at the gate
Info: 206-284-0771

June 6-7 **Falcon Club Pacific Regional Meet** at the Radisson Hotel, 500 Leisure Lane, Sacramento, CA. 8:00 AM to 4:00 PM. Exhibitor Fee: \$15.00
Sponsor: River City Chapter, Falcon Club of America
Info: Shirley Barrowman, 831 Watt Avenue, Sacramento, CA 95864, falconers@softcom.net or www.westcoastfalcons.com. Open to 1960-1966 Rancheros, Falcon Vans, and 1960-1970 1/2 Ford Falcons. Use form in this issue to register.

June 7 **All Ford Car Show & Swap Meet**, Washington County Fair Complex, Hillsboro, OR. 8:00 to 4:00, \$10 pre-registration, \$12 at the gate. Info: 360-727-0141 or www.careventspromotions.com.

June 16 **Ford 100th Anniversary Celebration**, Dearborn, MI. More info: www.ford.com

July 17-19 **24th Annual Falcon National Convention in Arlington, Texas**. Hosted by the Heart of Texas Chapter. Use registration form in this issue to register NOW! Information: Frank Bell, fandybell@hotmail.com or 817-480-2365.

July 27 **MEL & Ford Picnic**, Cedar River Park, Renton, WA. 8:00 to 4:00, \$12 advance, \$16 at the gate.
Info: 425-255-2556

Aug. 15-16 **8th Annual Northeast Regional Meet**. Sturbridge Host Hotel, Sturbridge, MA. Info: Rick Bowes, 401-823-1059, or FalconSprint@aol.com, or www.northeastfalconchapter.com

Aug. 16 **10th Annual Northern California Econoline Day**, 1912 San Luis, Mountain View, CA. No Exhibitor Fee. Info: Mel 650-965-4349 between 6:00 PM & midnight. Open to all 1961-1967 Econolines & 1960-1970 Falcons. Space is limited, first come first served. The location is a church and alcohol is not allowed. Class awards are given.

Sept. 7 **7th Annual Fun Ford Sunday**, Solano County Fairgrounds. 10 AM to 3 PM for the show, gates open at 8 AM for exhibitors. Sponsor: Nor-Cal Ford Club Council. Exhibitor Fee: \$20 in advance, \$30 at the gate Info: PO Box 6682, Concord, CA 94524
Email: info@funfordsunday.com or 510-656-5726
www.funfordsunday.com.

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Northeast Chapter Falcon Club of America

Presents the 8th Annual NORTHEAST REGIONAL FALCON MEET

August 15 & 16, 2003 at the Sturbridge Hotel & Conference Center
366 Main St., Sturbridge, MA 01566

Meet and Banquet Registration Form

Name: _____ Spouse/Guest: _____

Address: _____ City: _____

State: _____ Zip: _____ Phone: (____) _____ Email: _____

Falcon Registration Information

Vehicle Year: _____ Model: _____ Body Style: _____

Color: _____ Engine: _____ Stock: _____ Modified: _____

Falcon Registration Fee: \$15.00 _____

Or Special Daily Driver Class: \$5.00 _____



Banquet: Saturday August 16, at 6:30PM
Banquet: \$30.00 per person (includes tax & gratuity)

Choices: Stuffed Breast of Chicken # _____ @ \$30
Sirloin Steak # _____ @ \$30 **Total Banquet : _____**

Total Falcon Registration & Banquet Amount: \$ _____

**For Hotel reservations, please call
the Sturbridge Host Hotel at
508-347-7393 Room rate is \$89.00
plus tax per night.
Rate guaranteed till July 16, 2003.
You must mention Falcon Meet.**

Send this form and remittance payable to:
Northeast Chapter FCA
c/o Denise Waters
72 Windy Hill Rd.
Westbrook, CT 06498

More info: at www.northeastfalconchapter.com

International Falcon News — South America

I am sending you this picture of my 1966 Falcon and myself taken at Museo Nacional de Transporte in Cali, Colombia, South America.

(www.museodetransporte.org)

I have been the sole owner of this car since the time I bought it locally in May, 1966. I used it for a number of years and then kept it in my home garage for 23 years when I decided to restore it to almost new condition. The car was always garaged, and has been driven 156,250 miles. It is powered by its original 289 CID V-8 engine and has a standard shift transmission.

Besides the Falcon I have a collection of five museum quality 1937 Buicks in different body styles. I happened to be born in that particular year and it was also the earliest family car I can remember when I was a young child.

I joined the Falcon Club of America over a year ago as member number 10668. The only club member I have met so far is Justin Welling, through the Internet, and it sure has been a pleasure to meet him. If this war going on against Iraq ends soon, I plan to be at the Texas National Falcon Meet in July to get to know many of my Falcon colleagues.



Best regards, Jose Pardo
Cali, Colombia, South America

Email from Argentina

My name is Juan Manuel Boccarilla. I'm just an Argentinian fan. First of all, I want to congratulate you on the design of your web site, www.wcrosby.com. I am also a Graphic Designer and I think the site is great. I also like photography and above all, I like Ford Falcons.



Luckily, my father gave me one. It passes from one generation to another. We repaired it as best we could and now it's mine; it's part of the family. My dream is to travel in the same way you do, but around my country, Argentina. It is as large as the USA, but the difference is that the USA is large from East to West, while Argentina is large from North to South. We have five different types of weather and different sceneries to photograph and enjoy.

I want to congratulate you again; I love your car and your pictures. It's a pity that those convertibles never arrived in Argentina. The only ones that were made here were sedans of four doors.

—Email to Editor's
website,
www.wcrosby.com



Falcon

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This listing is compiled and maintained by FCA Recording Secretary Joe Tatti. Please address all corrections or additions to him directly. Remember, postage is extra to send mail to Canada.

Falcon Club of America Technical Advisors

<i>Falcon Year</i>	<i>Name and Address</i>
1960	Bonnie Stringer, 322 Jeff Davis, Waveland, MS 39576
1961	Phil Barber, 2574 Riva Rd., #17-A, Annapolis, MD 21401
1962	Glen Vanderendonk, 4305 N. Spruce, Kansas City, MO 64117
1963	Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467
1964 Conv	Russell Hoeksema, 4519 56th St., W. Bradenton, FL 34210
1964 HT & Sedan	Richard E. Alyea, 1817 N. Timber Ave., Bethany, OK 73008-5726
1965	Jim Hatcher, 8301 West 92nd Terrace, Overland Park, KS 66212
1966	Phil Warren, 602 N. Harrison, Spring Hill, KS 66083
1967	Don Anderson, 2082 Cooper Way, Jonesboro, GA 30236
1968	Leon Grantham, 8108 E. 59th St., Kansas City, MO 64129
1969	Joseph J. Fidance III, 95 Silchester Dr., Elkhom, MD 21291-2617
1970 & 1970½	Merl Hayn, 11650 14C Rd, Argos, IN 46501-9527
1961-66 Econoline	Jim Frey, 2425 Monterey Ave NE, Renton, WA 98056
	Richard E. Alyea, 1817 N. Timber Ave., Bethany, OK 73008-5726
Performance:	Bruce Thompson, 860 Vosseller Ave, Martinsville, NJ 08836. Email: e.hixenbaugh@worldnet.att.net
Head Advisor:	Bob Passino, 5188 E. Henreitta Rd, Henreitta, NY 14467

Please include a self-addressed stamped envelope when requesting answers.

REPRODUCTION HEADER UPDATE

I am still going at it—getting Reproductions made of the old Cyclone 1960-65 Falcon V8 header sets. I have prototypes coming, at last. It has been a battle for 16 months, but I found a willing partner whose products are excellent quality. There is a lot of truth to the adage of doing it yourself, it is hard to persuade others. I went through 5 vendor prospects, all who promised but never followed through, taking several months each. The fact that these headers will easily fit all other non-Fox body Fords with 289-302 is a plus, as well as the excellent power gains all over the RPM range. I am enthusiastic and hope you have not lost interest out there. I am awaiting prototypes to try on my 1963 V8 car. I will recommend any changes, then order a large shipment, as I have faith that this will sell, as an entry level product also. That IS the way of many of us Falcon owners. The pricing, as I know now, will be "competitive" with low end-medium range products. The anticipated quality ought to impress the skeptics, as their other stuff does. I'll keep you posted. And I bet you all thought the project was dead, huh?

Also, I am looking for anybody who has experience with getting a 429-460 to fit into a 1960-65. I know it is a lot of welding, but details? Mustang II or axle? I am working on a variant of the late Fox Mustang and its struts, only on paper so far.

Any ideas?

Bruce Thompson, Performance Tech Advisor

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The Back Cover



Richard P. Cline lives in East Greenbush, New York, a town of 12,000 that lies across the Hudson River about three miles east of Albany, the capital of New York.

He writes, "This picture of my 1963 Falcon Futura convertible was taken from my hometown with Albany in the background. I particularly like this picture for three reasons, one and two; it contains two things I am very fond of, my Falcon and the City of Albany. The third reason is that my son, Ben Cline, took the photo and gave it to me, enlarged and framed for my birthday in 2001."

The Falcon is a two door Futura convertible; Corinthian White exterior with black crush vinyl interior and bench seats. It has a 170 6 cylinder 101 horsepower engine under the hood, two speed automatic transmis-

sion and an axle ratio of 3.50:1. The car also has AM radio, two speed windshield wipers, deluxe outside drivers side mirror, backup lights, rocker panel moldings, tinted windshield, dealer installed factory air conditioning and electric dash mounted clock.

It was built in Lorain, Ohio and shipped to Hull-Dobbs Company, a Ford dealer in Memphis, Tennessee, where it remained until Richard purchased it in March of 1988. He brought it to Albany, where it has been ever since, staying inside during the great northeastern winters. When Richard bought it, it had 48,490 original miles and today the odometer reads 59,447.

Richard enjoys taking it to local carhops and shows and sometimes on a warm summer night he enjoys just cruising along, with the top down, of course.

—Photograph by Ben Cline

It's Photo Contest Time Again!

Break out those cameras, folks! Just in time for the Car Cruising Months of Summer, *The Falcon National News* is calling for entries in the Second National Falcon Photo Contest. More details will appear in next month's issue, but start thinking about your entries NOW! Conventional prints and digital photos will both be considered. Digital photos MUST be sent on disk or CD, no email attachments will be considered. Digital photos must be high resolution JPEGs, 300 dpi at 4x5 inches. Include a few paragraphs about yourself and the car. Entries including text will receive preference during judging.

Begin now to scout out a picturesque and unique location for your Falcon and plan to make a memorable photograph for the front or back cover of *The Falcon National News*.